

1. By studying county needs and developing a balanced transportation system through both long and short range planning.
 2. By designing an overall regional secondary highway system that will tie the various sections of the county together as well as improve the accessibility to other portions of the state and nation.
 3. By improving rail, truck, and air transportation terminals and facilities as need and demand dictate.
 4. By providing traffic generating uses with adequate access to the transportation system.
 5. By extending and improving roads to new areas of growth as need and demand dictate.
 6. By taking advantage of programs designed to improve the county thoroughfare system.
 7. By requiring developers and subdividers to dedicate sufficient rights-of-way in areas of new development.
 8. By combining esthetic and social concerns with functional concerns in the design of transportation facilities.
 9. By encouraging greater cooperation between municipal, county, state, and federal transportation agencies in the planning and programming of transportation facilities.
- B. TO SIGNIFICANTLY REDUCE THE SAFETY HAZARDS AND NEGATIVE ENVIRONMENTAL EFFECTS INHERENT IN THE COUNTY'S TRANSPORTATION SYSTEM.
1. By developing standards in accordance with an accepted county thoroughfare classification system.
 2. By upgrading existing rights-of-way and pavement widths in relation to the functional classification system.
 3. By designing highways and other elements of the transportation system with due respect to natural physical features and adjacent land use development.
 4. By reducing the objectional effects of transportation facilities upon residential areas.
 5. By encouraging research programs and other efforts to control and eliminate the effects of air and noise pollution caused by motor vehicles.
 6. By encouraging programs designed to insure the safe operation of vehicles and other elements of the transportation system.